

MADRAS RECORD OFFICE.

Government of Madras.

Revenue DEPARTMENT.

G.O. No. 2272	Press ~~Mis~~
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Dated	30 — 9 — 1918/67

Not to be folded or roughly handled

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*Proceedings of the Madras Government, Revenue Department,
30th September 1867.*

No. 471. Read the following Proceedings of the Madras Government in the
Public Works Department:—

Communicating papers on the subject of the
road from Coodoomoody Railway Station to
the main road not being suitable for traffic on } (Here enter 24th September 1867, No. 2,963.)
the 1st July last.

No. 472. ORDER THEREON, 30th September 1867, No. 2,272.

Local Funds, No. 16.

Civil Works.

Communicated to the Revenue Board.

(True Extract.)

(Signed) F. H. WILKINSON,

Acting Under Secretary to Government.

To the Board of Revenue, with Proceedings Public Works Department, No. 2,963.

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*Proceedings of the Madras Government, Public Works Department,
24th September 1867.*

No. 581. Read the following Endorsement of the Acting Consulting Engineer for Railways, dated Madras, 18th September 1867, No. 256:—

Read the following letter from the Agent of the Great Southern of India Railway, to the Consulting Engineer for Railways, dated Negapatam, 10th August 1867, No. 2,365.

In reply to your letter No. 82 of the 17th ultimo, I have to inform you that the road from Coodoomoody Railway Station to the main road was not suitable for traffic on the 1st idem. Notice of the opening for public traffic of any portion of the Railway shall always be given as early as possible. I would remark that the Coodoomoody road requirements were pointed out by Captain Lindsay so long ago as the 4th August 1864, see his letter No. 430.

From the Superintending Engineer, 7th Division, to the Consulting Engineer for Railways, dated Cochin, 13th September 1867, No. 124.

1. I have the honor to forward copy of a report on the subject of paragraph 1 of your letter, No. 301 of 22nd August, from which it would appear that although the branch connecting Coodoomoody Railway Station with the road was not completed last week as to the small bridge on it, there has been no great obstacle to traffic over it, considering the short notice at which it was taken on hand.

2. I have looked over the Government Order referred to in your 2nd paragraph, and do not find this short branch of road entered amongst those named in that paper. I know that immediately I was made aware that the Station required connecting with the road I had the work estimated for, and ordered its being carried out in anticipation of sanction. The fact is that although Government may have ordered certain Railway feeders to be opened or improved, there have never been funds available for the purpose until now that Local Funds have been raised by the imposition of a Road Cess. With such funds to rely on I may now hope to meet Railway requirements gradually.

From the Officer in charge of Caroor Range, to the Superintending Engineer, 7th Division, dated Camp at Nerinjeppett, 6th September 1867, No. 100.

In answer to your Memorandum No. 83 of 30th ultimo, I have respectfully to inform you that the Bridge over the Calingaroyen channel is not completed; when I inspected the road on the 19th ultimo, I found that the Contractor had got sufficient materials at site to finish off the work, and had excavated a channel for the purpose of turning the water from the main channel to get the foundations down. The whole of the irrigation sluices were finished as far as the waterway was concerned, and I ordered the Contractor to build parapet walls to each. The road on the whole was in very fair order, with the exception of a small part over the swamp which had sunk.

(True Extract)

(Signed) G. W. WALKER, Colonel, R. E.,
Superintending Engineer, 7th Division.

1. Submitted for the information of Government, with reference to G. O. No. 1,524, dated the 9th July 1867.

*Proceedings of the Madras Government, Public Works Department,
24th September 1867.*

2. The Agent states that the road referred to in paragraph 2 of the Order was not ready for traffic on the 1st July last.

3. The Superintending Engineer explains that, with the exception of a small bridge over the Culingaroyen channel, the road was rendered as fit for traffic as was practicable, considering the shortness of the notice given. l

4. The letter from Captain Lindsay, adverted to by the Agent, gives a list of roads required as feeders to the Great Southern of India Railway, but Colonel Walker states that the road in question was not included in this list. He adds that, until the recent imposition of a road cess, funds have not been available for opening or improving Railway feeders.

5. The Railway Agents have been requested to give timely notice of requirements in the matter of junction roads before the opening of any fresh sections of Railway.

(Signed) J. H. M. SHAW STEWART, Major, R. E.,
Acting Consulting Engineer for Railways.

No. 592. ORDER THEREON, 24th September 1867, No. 2,963.

LOCAL FUNDS, No. 66.
Civil Works.

Communicated to the Revenue
Department.

(True Extract.)



Major, R. E.,
Under Secretary to Government.

To the Revenue Department ✓

- .. Consulting Engineer for Railways.
- .. Superintending Engineer, 7th Division.

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